

BRIAN J. MAST
18TH DISTRICT, FLORIDA

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

FOREIGN AFFAIRS
COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515-0918

2182 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3026

171 SW FLAGLER AVENUE
STUART, FLORIDA 34994
(772) 781-3266

April 27, 2020

The Honorable Peter DeFazio
Chair

Committee on Transportation and Infrastructure
Washington, DC 20515

The Honorable Sam Graves
Ranking Member

Committee on Transportation and Infrastructure
Washington, DC 20515

Dear Chair DeFazio and Ranking Member Graves:

I am requesting funding for Port St. Lucie Boulevard South – Segment 2.2 in surface transportation reauthorization legislation.

The project sponsor for this project is the City of Port St. Lucie, and the project is the portion of Port St. Lucie Boulevard South located between Alcantarra Boulevard and Paar Drive in Port St. Lucie, FL 34953.

The funding is designated for the widening of Port St. Lucie Boulevard South from 2 to 4 lanes, incorporating improvements for pedestrian, bicycle, and vehicular traffic along this highly utilized commercial and residential namesake corridor. The project includes adding multi-use paths, landscaped median, irrigation, signalized intersections, roadway lighting, curb and gutter, underground drainage, bridge replacement, and relocation of water and sewer lines.

The project is an appropriate use of taxpayer dollars and is anticipated to provide significant benefits because over the past several decades, the Port St. Lucie community has experienced explosive growth. From a population of 330 people during the 1970 Census, Port St. Lucie has expanded to approximately 195,000 today – now Florida's eighth largest city.

An average of 16,000 vehicles per day travel on Port St. Lucie Boulevard between Darwin Boulevard and Becker Road, which connects with Interstate 95 and Florida's Turnpike. The outdated design had a 4-foot-wide bicycle lane on the main roadway and an 8-foot sidewalk next to the curb. Traffic studies indicate that volume on Port St. Lucie Boulevard South will increase by an average of 3.4% annually to a total of 33,000 vehicles per day by 2040. Critical roadway improvements are necessary to accommodate that growth with streets that are safe for motorists, pedestrians, and bikers alike. The new roadway will feature a 10-foot-wide sidewalk and bicycle path separated from the four-lane thoroughfare by a 5-foot-wide grassy area.

Revitalization of the Port St. Lucie Boulevard corridor will improve safety by relieving local congestion and creating pedestrian and biking accommodations where they do not currently exist. Proposed improvements align with "State of Good Repair" goals by prioritizing investment in existing infrastructure. Economic development in the Southern Grove employment area is supported by Port St. Lucie Boulevard, which carries commuters from the community's designated Opportunity Zone. Transportation enhancements will promote environmental sustainability by encouraging alternative travel modes, reducing fuel consumption, curbing emissions, and managing stormwater runoff. Pedestrian and biking upgrades on Port St. Lucie Boulevard South will improve

quality of life in distressed Census Tract 3821.13, with low household median income and high poverty. The project will also demonstrate innovation through its sustainable design, incorporation of green infrastructure, and coordinated signalization.

Funding of this critical segment will enhance the regional transportation system by increasing the safety and the multimodal capacity of the system with the addition of two vehicle lanes and pedestrian and bicycle facilities, where currently there are none, and addressing what is identified to be a “Relative Urgency” in the 2040 Treasure Coast Regional Long Range Transportation Plan (2040 TCRLRTP).

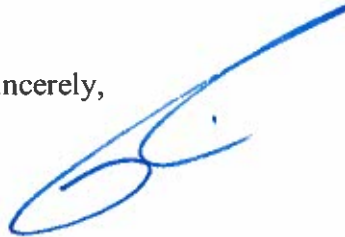
The project will alleviate the future traffic congestion by adding vehicle lanes and will improve safety by adding a median and multimodal infrastructure. The Treasure Coast Regional Planning Model Version 4 identifies the segment with a failing level of service in the future (Go2040 Long Range Transportation Plan (LRTP), Page 3-3). The project also is identified as a Cost Feasible Plan Project in the Go2040 LRTP (Page 6-5). In the 2040 TCRLRTP, the project is identified as a Regional Need (Page 6-2) and the 11th-ranked Regional Transportation Project (Page vii/Appendix H). In addition, the project is identified in the FY 2014/15 – FY 2023/24 Transit Development Plan (Page 104), FY 2020/21 – FY 2024/25 Transportation Improvement Program (Page C 1-31), St. Lucie TPO 2020/21 List of Priority Projects, and the adopted comprehensive plans of St. Lucie County and the City of Port St. Lucie as an Urban Principal Arterial critical to facilitating the north-south movement of regional traffic.

The project will improve the regional mobility within the Regional Transportation Area by increasing the multimodal capacity of the corridor which extends through the most populous area of the region into Martin County and which provides connections to and/or serves as parallel facilities for U.S. Highway 1, Florida’s Turnpike, and I-95. Travel demand modeling completed for the 2040 TCRLRTP confirmed that Port St. Lucie Boulevard will reduce congestion on these parallel facilities by attracting more traffic from the regional system when it is widened, and the congested speeds for the regional system will be improved when Port St. Lucie Boulevard is widened compared to the baseline.

This enhanced connectivity will significantly contribute to the growth and sustainability of the region by expanding multimodal access to residential properties, shopping centers, schools, and recreational facilities as identified in the Project Development & Environment Study (PD&E) completed by FDOT for the project.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,



Brian Mast
Member of Congress